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By JOHN P. FALLON

The power of a penny is truly wonderful when one considers what it will buy.

It will buy an evening's entertainment. It will buy pages of cleverly written incidents happening throughout the world. It will buy complete stories of adventures in the daily lives of men and women. It will buy comics and ludicrous features that "bring happiness to declining years" and erase the fingermarks of time from wrinkled brows.

It will buy the latest news of the operatic stage, the base ball and gridiron feats of skill and strength, the review of the latest books and music.

Do you know of a greater value for one penny than your daily newspaper?

The penny you invest in THE STAR will pay dividends a hundred fold if you will read its advertisements closely and constantly every night and take advantage of the money-saving opportunities they afford.

PEACE INVOLVES DANGER OF TURKISH CIVIL WAR

Young Turk Party Split and Liberals Are Plotting—Ottoman Troops Suffering.

LONDON, March 8.—"The peace question involves a serious danger of civil war," says the correspondent at Constantinople of the Daily Mail. "There is a clear split in the Young Turk Party. Scheffer Pasha, the grand vizier, recognizes that it is impossible to get better terms of peace than were offered the Kiamli ministry, while the continuous snows have threatened whatever military plans he may have formed. He wishes to make peace, but the strong section of the union and progress party, which is now sitting secretly, threatens to overthrow him if he attempts to conclude peace on the terms offered Kiamli.

Liberal Party Plotting.

"Meanwhile the liberal party is plotting a violent recapture of power. The recent murder of Nazim Pasha, commander-in-chief of the army, is the millstone around the necks of the ministers which will yet pull in the government. The army commanders at Tchatalja continually are asking Scheffer when he intends to bring the murderers to justice. He only answers them, 'After peace is concluded.'"

"Izzet Pasha, commander-in-chief at Tchatalja, reports that news of the recent plot is causing unrest among the troops, and a seditious agitation is threatened. As a result of this many officers have been arrested and sent to prison. The mass of the people are so little indifferent to politics or war and are only anxious to know how they are to live with the severe winter upon them and all prices raised.

Troops Ill and Dying.
"So terribly severe is the weather at Tchatalja and on the Gallipoli peninsula that the official reports place the mortality among the soldiers at 10 per cent and sickness at 25 per cent. Enver Bey, accompanied by a German airman, flew over the Bulgarian positions beyond the Tchatalja line today."

A dispatch to the Daily Mail from Sofia says the allies' replies to the terms will declare that mediators will only be useful if Turkey accepts the allies' terms, including an indemnity and a frontier line from Media to Rodosto.

CARUSO "WASNT TICKLED."

Tenor Tells on Stand of Receiving Demands for \$15,000.

NEW YORK, March 8.—Enrico Caruso, the tenor, testified yesterday that he received exactly "ticked" when he received two letters in March, 1912, demanding that he place \$15,000 in an envelope and leave it at midnight under the stoop of a Brooklyn house. The tenor testified against Antonio Nissiani, charged with the authorship of the letters, and on trial for attempted extortion.

Nissiani and Antonio Cincootta were arrested while taking an envelope placed under the stoop by detectives, and Cincootta is now serving a term at Sing Sing.

Caruso told how he prepared a decoy envelope, placed it in a paper with a one-dollar bill on the outside and gave it to his valet to put under the stoop. He identified the one Cincootta and Nissiani tried to take away. "What do you do for a living?" asked Nissiani's lawyer.

"Oh, I sing a little at times," the famous tenor replied, naively.

The large barn and stables belonging to Capt. George Kentenry of River View, Md., were set on fire Wednesday by two small boys and were totally destroyed.

Tonsilline Prevents Quinsy

The germs which cause quinsy reach the tonsils through the tonsillar crypts. These crypts are the source of the most painful inflammation which results in quinsy. Quinsy is simply a development of sore throat to which some people are peculiarly subject. With them, a common or neglected sore throat terminates in quinsy. With them, a quickly cured sore throat means quinsy avoided. It is the one cure for sore throat as quickly and surely as TONSILLINE.

Many such letters as below prove TONSILLINE's value in preventing quinsy.

Gentlemen—I have been subject to quinsy for the last fifteen years and have simply had to suffer from ten days to two weeks with it at every attack, never having been able to find a preventive until I commenced using TONSILLINE.

Up until a year ago I had had ten attacks of quinsy, but have been able to avoid it twice since that time by the use of TONSILLINE.

Yours very truly, E. T. KENNAN, Chief Clerk, Auditor's Office, C. A. & C. H. Cleveland, O.

Sufferers from quinsy should always have TONSILLINE ready for use. It is sold in bottles of Sore Throat, 25c and 50c. Hospital Size, \$1.00. All Druggists.

AT THE MOMENT OF THE EXPLOSION.



PHOTOGRAPH TAKEN TWO MILES AWAY.

From the Baltimore Sun.

The above photograph, taken immediately after the explosion, was made by Alfred Waldeck while two miles away. He was on a gasoline launch going from the Baltimore Yacht Club to Wagners Point, when his attention was called to a column of smoke from the Alum Chine. As he watched, flames poured from the hatch. This was followed almost immediately by the boom of the explosion.

Seizing his camera, Mr. Waldeck snapped the column of water, smoke and vapor that rolled hundreds of feet into the air.

The photograph was taken while the launch was at full speed.

Mr. Waldeck said: "I immediately after the explosion the Alum Chine appeared to be lifted into the air and then dissolve into smoke and vapor. The dense cloud looked as though it was lifted thousands of feet into the air."

I saw no wreckage from the vessel, but when the cloud broke it looked as if it were raining."

Mr. Waldeck, who is the official photographer for the sewerage commission, was on his way to take a picture of the water front at the Elliott-wharf, when he had the opportunity to take this remarkable view.

It was while we were moving around that the captain and others noticed fire on the steamer. This appeared to be coming from the forecastle. Knowing the danger, Capt. Dunn of the cutter, ordered every window opened so the explosion expected to come would not break the glass. He then steamed toward the burning vessel, but when within three-quarters of a mile the ship exploded. The Guthrie got a severe shaking, trembling like a reed in a storm.

Following the explosion there was a huge, inky cloud which ascended fully 200 feet and almost covered the harbor. When this cleared away there was naught in sight. Where the steamer had been loading the vessel, scow and cars had disappeared. We hurried to the scene, but saw only wreckage."

Says Four Were Killed.
Joseph P. Martin, superintendent of construction at Sparrows point, who when the explosion occurred was standing on the United States collier Jason, is authority for the statement that two white men and two negroes were killed aboard the collier. He does not know their names. The dynamite ship was an iron ship throughout and this made the damage to our ship all the greater.

Resides the sixty or seventy laborers who are down to have been on the Jason, there were stowaways, the exact number Mr. Martin does not know. Some of them may have been on the Jason, but he was standing on the upper deck of the Jason," said Mr. Martin. "The boat which exploded was at Fort Carroll, two miles away."

"Suddenly it seemed to turn into a ball of fire like magic and to leap out of the water. An instant later there was the sound of a terrific explosion. The air was filled with flying pieces of iron and timber, which rained down on the deck of the Jason, and the water came in on us like a tidal wave."

Firemen Are Burned.
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Immediately after the first shock of the accident, Capt. Thompson ordered his men to make a close inspection of the entire ship. They found manholes in her side. Pieces of iron went straight through her plate, which in spots was three-quarters to seven-eighths of an inch thick.

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"When we had all we could carry aboard, and no one seemed to be coming, we put on full speed. About five minutes later when we were about 200 feet away the explosion came."

"I can picture it now. It seemed like a great column of fire fifty feet high and twenty feet across topped by another column of black smoke 200 or more feet higher, came up from the sea, completely enveloping the ship. It was several minutes before the smoke cleared away and the sea became calm, but when it did there was no sign of either the ship or the barge that was alongside of it. They both seemed to have disappeared completely and not a sign of life was visible."

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Inspector Curran was an eye-witness to the explosion, the cutter being only three-quarters of a mile distant when it occurred.

"We had left the place of loading about an hour before," he said. "I stopped only long enough to get the number of the cars, of which there were still to be loaded. The work was then in progress. Seven carloads already had been stored and it was thought the cargo would be complete by evening."

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streets tearing the villages were about to be destroyed. In several instances persons were thrown to the street.

Capt. Van Dyke a Hero.
William E. Van Dyke of Baltimore, captain of the wrecked tug Atlantic, lost his life in heroically rushing to the aid of the imperiled British seamen in the doomed Alum Chine, and his vain effort carried with him to death many members of his crew.

When curling smoke from the bow of the Alum Chine warned members of her crew, the stowaways engaged in loading her and the crew of the Atlantic alongside that fire was raging in the coal bunkers, there was instant realization that flames soon would reach the 300 tons of dynamite stored in the Alum Chine's hold and the barge roped beside her.

Instantly there was a rush to the ship's side. Fourteen members of the crew and four of the stowaways leaped over the rail and tumbled pell mell into the scene of the impending catastrophe, the Jerome picking up speed first and rushing to safety.

Piteous Calls for Aid.
The Atlantic had proceeded a few hundred feet when two frantic figures were seen clamoring from the Alum Chine's hold. They were sailors who had been left behind. Reaching the sides of the vessel, they shouted piteous appeals for rescue.

Capt. Van Dyke, despite the knowledge he must have had that a hail of death would be hurled at him from the harbor, heeded the call of the imperiled sailors. The engines were stopped, the Atlantic wheeled and rushed again to the fire-doomed vessel's side. She reached it in safety.

The two sailors jumped aboard. Again the Atlantic wheeled, and Capt. Van Dyke, standing in the pilot house, gave hurried orders which again sent the tug toward safety. But it was too late.

Like Roar of Volcano.
The Atlantic's nose had scarcely been turned toward open water, when, with a roar like the eruption of a volcano, the death-laden vessels of the Alum Chine exploded. The concussion hurled all before it. A dense pall of smoke enveloped the waters, and when it cleared away the ship and barge had disappeared, and the Atlantic, a dismantled hulk, helpless on the surface of the bay, had become a human shambles.

Death in dreadful fashion had descended upon the vessel. The bodies of the men had been torn into shreds, and boxes of dynamite mingled with the flying fragments of steel and timber. The one of the Atlantic, the dynamite exploding as it fell and, sweeping them as a charge of shrapnel levels charging troops.

Heads and Limbs Torn Off.
Men's heads and limbs were torn from their bodies. Blood was everywhere. From ships and launches nearby were seen dismembered bodies—dug across and tumbled about the Atlantic's decks.

Capt. Van Dyke gave his life for his gallantry. His body, with one arm severed, was among those recovered by the rescuers, and was one of the first to be taken to the city. With him died Joseph T. Hood, a stowaway, whom his ship first had rescued, and Robert Dyer, a member of his crew, who had stood beside him when the explosion occurred.

Those who escaped death in the explosion brought vivid and disconnected accounts of the explosion when they reached this city with the dead and wounded.

Capt. J. R. Thompson, captain of the new collier Jason, which tomorrow was to have taken her trial trip, had a narrow escape, when hurled boxes of dynamite crashed onto the Jason's deck and exploded with death-dealing fury. He

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had seen the smoke issuing from the Alum Chine's hold.

Capt. Thompson's Story.
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"In another instant a terrific shower of iron of all sizes, some pieces as large as my fist and others big as my head, were flying straight down from the air. I saw these pieces go straight through our heavy plate. The smooth smokestacks of the collier were filled full of holes. The ship was about 200 feet away, but the concussion alone was maddening almost flat."

"Around me on all sides were the men who had been tossed into the air and thrown back. Many men were cut and injured by the pieces of iron. Some were killed instantly. The dynamite ship was an iron ship throughout and this made the damage to our ship all the greater."

Resides the sixty or seventy laborers who are down to have been on the Jason, there were stowaways, the exact number Mr. Martin does not know. Some of them may have been on the Jason, but he was standing on the upper deck of the Jason," said Mr. Martin. "The boat which exploded was at Fort Carroll, two miles away."

"Suddenly it seemed to turn into a ball of fire like magic and to leap out of the water. An instant later there was the sound of a terrific explosion. The air was filled with flying pieces of iron and timber, which rained down on the deck of the Jason, and the water came in on us like a tidal wave."

Firemen Are Burned.
"Our firemen, who were shoveling coal, got the full force of the explosion in their faces. Many of them were burned. I expected to have 150 men in the crew by night and about one hundred men were on board."

Immediately after the first shock of the accident, Capt. Thompson ordered his men to make a close inspection of the entire ship. They found manholes in her side. Pieces of iron went straight through her plate, which in spots was three-quarters to seven-eighths of an inch thick.

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Inspector Curran was an eye-witness to the explosion, the cutter being only three-quarters of a mile distant when it occurred.

"We had left the place of loading about an hour before," he said. "I stopped only long enough to get the number of the cars, of which there were still to be loaded. The work was then in progress. Seven carloads already had been stored and it was thought the cargo would be complete by evening."

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Loss to Collier Jason
Falls on Her Builders and Not Government

As the collier Jason had not been formally turned over to the Navy Department the damage which she sustained in consequence of the explosion of the dynamite ship alongside of her had to be made good by the contractors, the Maryland Steel Company. Immediately upon receipt of a report of the disaster the Secretary of the Navy sent to the contractors for the Jason the following message of sympathy:

"Regret exceedingly to hear of the accident that caused the loss of life of four men and injuries to others on the collier Jason, and the injury and loss to families of those who were killed have my deepest sympathy."

The Navy Department has called for a report in detail of the damage sustained by the Jason. While it was stated at the department that it is impracticable to state how seriously the vessel is damaged, it was said that her delivery to the government will be delayed for some time. As the Jason was still in the hands of her builders, the officers and crew were employees of the contractors and were not known at the Navy Department.

Tiny Coffins Unearthed.
Foreign Correspondence of The Star.

LONDON, March 1, 1913.
Two tiny coffins have recently been found in the monastic burial ground of Peterborough and placed in Peterborough Cathedral. One is two feet six inches in length and the other two feet eight. They are said logically to be the coffins of the twin children of King Canute (1016-1035), who were drowned in Whittlesby Mere as they were crossing to be educated at Peterborough Abbey.

Offices of Lower Grade.
Asked as to the Postmaster General's policy in the matter of the office of

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